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In the period between May and September the system handled 6,410 above-norm-weight trains in which an extra 746,000 tons of freight were carried. The average weight per train during the past 5 months has been 31 tons above the norm, which has resulted in a revenue of 1,334,000 rubles. Freight car turnaround time has been reduced by 0.63 hours.

In the first 10 months of 1949, freight-handling costs have been reduced by 6.3 percent against the norm and profits realized during the first half year were twice the amount planned.

Formerly, condensed schedules for locomotive operations were worked out for each division of the system without any connection with the activities of neighboring divisions. The system has now worked out three variants of the schedule for each depot. These schedules are closely connected with those of adjacent divisions.

KAZAN' SYSTEM TO ADOPT CONDENSED SCHEDULE -- Gudok, No 129, 28 Oct 49

On the Kazan' Railroad System the condensed schedule for locomotive operations has been worked out for all of the main line. The schedule will permit relayed handling of through trains from Moscow to Yudino and from Yudino to Sverdlovsk, and will assure long daily runs for a majority of the locomotives.

LANCHAK METHOD AIDS GOR'KIY FREIGHT STATION -- Gudok, No 130, 30 Oct 49

The new technological process created for the Gor'kiy Freight Station with the aid of the Moscow Institute of Transport Engineers is being put into practice effectively. Layover of one freight car in freight operation has been lowered for the station as a whole by 6.7 hours. The Lanchak method is being studied in a stakhanovite school.

6,000-TON ORE TRAIN DELIVERED -- Gudok, No 129, 28 Oct 49

Railroad workers of the Vecherniy Kut station of the Stalin Railroad System and miners of the Mine imen' Kominternu recently loaded and delivered to Pyatikhvatki an ore train weighing 6,000 tons.

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